

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR (Caucasus, and White Sea)/Rumania		REPORT	
SUBJECT	1. Port Reports on Tuapse, Zhdanov, Odessa, Arkhangelsk, and Constanta	DATE DISTR.	3 January 1958	
	2. Apparent Increase in Personal Freedoms in Odessa	NO. PAGES	1	
		REQUIREMENT NO.		
		REFERENCES		
DATE OF INFO.				
PLACE & DATE ACQ.				

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. [redacted] reports on Soviet ports in the Black, Azov, and White Seas [redacted] 25X1
2. The attachments are briefly described as follows:
 - Attachments A and B on the port of Odessa (N 46-29, E 30-44) briefly note some of the activities in the port. Attachment A indicates [redacted] there were many crates in Odessa [redacted] They were reported to contain industrial and iron products, but were shaped similar to [redacted] crates which might house tanks and tractors. Brief commentary on personal freedoms in Odessa. 25X1
 - Attachment C on the port of Tuapse (N 44-05, E 39-06) mentions various new construction which was observed during the period [redacted] a floating dry dock of about 15,000 tons was towed into port. 25X1
 - Attachment D [redacted] describes port activities in the ports of Zhdanov (N 48-09, E 38-16), and Constanta, Rumania. 25X1
 - Attachments E [redacted] on the port of Arkhangelsk (N 64-34, E 40-32) [redacted] 25X1

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC				
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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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Attachment A

~~SECRET 1957~~

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SUBJECT: Port of ODESSA

Date of Information:

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GENERAL INFORMATION

There are searchlights located North and South of the port at a distance of 3-8 miles which search the area and follow the incoming and outgoing ships.

There is a permanent patrol boat outside the port.

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It patrols with its lights out during the night.

As one nears the port, it is a modern and large port and that it is equipped with all the modern means of ports.

There are many tugs and an ice-breaker in port.

The port's wharves have sufficient depth and the largest of merchant ships can dock there. The wharves are equipped with cranes having a hoisting power of 5-30 tons. There are some which can hoist more. Almost all of the cranes are located along the length of the pier. They operate with the latest system and they operate electrically on iron wheels. some of them, Hungarian.

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There are two (suction) SILOS in port for the loading and unloading of wheat. One of them is located to the immediate left of the eastern entrance to the port and the other is also on the eastern side but in the interior. The first is called No. 1 BERTH and the second is called No. 3 BERTH. Both the SILOS were busy unloading wheat from two large Soviet oil tankers, approximately 20000 tons, which were newly built. They were evidently being used to transport wheat. The port's wharves are all have railroad tracks which are connected with the nation's interior.

There are two drydocks located at the northwestern section of the port where the repair base is.

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Coal exporting is done by the small

ships

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The piers were full of industrial and iron products for export. They were packed in crates.

Their shape was

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similar to that of tanks and tractors. The machinery and the iron products are shipped via Soviet ships and by foreign ships. The oceanliner "RUSSIA" was layed up due to the winter.

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It is now used for tourist trips to ports of the Black Sea. In addition, there 2-3 other small passenger ships which were layed up or were being repaired. A significant amount of Soviet ^{merchant} ships were observed in port. Most of them were newly built and they were equipped with modern maritime instruments. They were in port either for repairs or to transport Soviet merchandise.

POPULATION'S WAY OF LIVING

The population's ⁿaintenance is somewhat bearable. They do not have large shortcomings. But, they have large shortcomings in clothing, wear and other necessary goods. This is accepted by the responsible persons and by the those who can speak freely. This ^{can} clearly ^{be} seen ^{by} with the black marketeering which is going on. The Black marketeering is flourishing among the port urchins almost freely, especially, in clothing, watches, fountain pens, drinks, and in general merchandise of consumption. Government personnel such as Customs men, agents, and other employees do not hesitate in being interested in these wares.

Consumption goods prices are extremely high compared to those of other nations with the official price of the ruble. For instance, a pair of nylon hose can sell for 25-30 rubles, (6-8 dollars).

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[redacted] the strict discipline had before has loosened a little.

The fear of responsibility still continues but with some small initiative. Now, for instance, a foreigner can keep company with persons sent to him or who come into contact with him, and they will accept small gifts from him. In the past, they were afraid to talk to him and did not even accept a cigarette. They have even picked up the courage to ask for various things by themselves such as liquors, cigarettes, hose, watches etc by offering their worthless money. They are effusive and they spread their smiles and they conduct themselves politely and delicately, in general, and they give the impression that they are friendly and cultured persons. But, it is enough to refuse their demands in order to understand their true character. They immediately show their dictatorial attitude which they use as a threat. But, it subsides in its turn in the necessity of keeping their agreements. A foreigner generally feels blocked when [redacted] in Soviet ports even though [redacted] has the right to cable abroad and to correspond. Letter censorship does not exist.

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Previously
~~The previous~~ many and tiring inspections ^{took place} upon the ship's arrival and departure.

they are not kept any more. The inspections are simple and formal and they last only a short time. The foreigners are free to go ashore by means of a written permission. But, there is constantly a guard in front of the ship and, for a person from a foreign ship to go on and off ~~it~~ is almost impossible. There is a lack of workers in the port and work is crippled due to this. The laborers work is mediocre in comparison to the means which they use and ^{their} ~~their~~ spirit is low. On the contrary, those who are responsible work with zeal and they are attached to their duties.

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[redacted] they spend their money gladly to acquire a theatre ticket (Opera) or for the circus [redacted]

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This is sometimes exploited by the crafty ones who buy ticket(s) and then re-sell them at black market prices because of the crowddiness.

There is an INTERNATIONAL SEAMAN'S CLUB in port. It is housed in an imposing old building which used to be the Bourse before the revolution. The building has been especially rennovated for the foreign sailors. The CLUB artistically and richly displays the accomplishments made since the revolution on, with various excerpts from speeches made by the various significant revolutionary figures whose portraits they have or, their literary works are mentioned. Foremost of them all is LENIN.

Various girls who know foreign languages [redacted] are provided to offer hospitality to the foreign sailors. The CLUB has a bar, a reading room, a library, and a cinema for the amusement of the visitors.

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[redacted]
[redacted] the attention and the effort of the members was towards [redacted]
[redacted] crew members almost completely to whom they were giving (distributing) printed matter, stamps etc. In general, they were performing intensive propaganda

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It is worthy of mention that not one warship was in port or visited the port

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Attachment B

SUBJECT: Port of ODESSA, USSR
Information dated [redacted]

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A- GENERAL

Depths, piers etc. are as they appear in the charts of the British ADMIRALTY.

No projects are going on in port.

Lighthouses and beacons as mentioned in the lighthouse indicator charts.

The pilot station is located outside the port and to the east of it.

INFLOT , (Government ships agency service), is located east and inside the port.

(See attached sketch.)

Fuel tanks are at the western part of the port. The floating ^{fuel} warehouses are also located in the western section.

The location of the SILOS cannot be designated because they were not seen.

The port's lighting is sufficient.

There are many cranes along the length of the pier. They have a hoisting power up to 30 tons. They are moveable and they move on iron wheels.

There is a complete water supply system.

No shipyards were observed.

Tugs with satisfactory power were observed within the port. There were also barges, water carriers, and oar boats. No dredger was observed.

There are many port laborers who are divided into shifts. They work in 8 hour shifts with no break. There are also women among the port workers who perform lighter work. [redacted]

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The port had exceptional activity [redacted]

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Industrial goods are mainly exported [redacted] and ports of the
BLACK SEA.

Fruits are mainly imported from various countries, especially, dried fruits.

The ships are generally guarded by soldiers bearing rifles and pistols.

Crew members go on liberty by means of special passes.

Shore battery's were not observed. Neither was radar. Beacons were observed
at various points of the near shore.

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No warships were observed within or outside the port. [redacted]

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[redacted] significant airplane activity during the day and during the night.

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In general, the laborers wages do not suffice in comparison to the local
prices.

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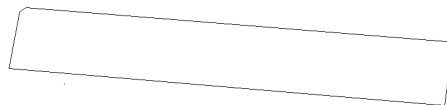
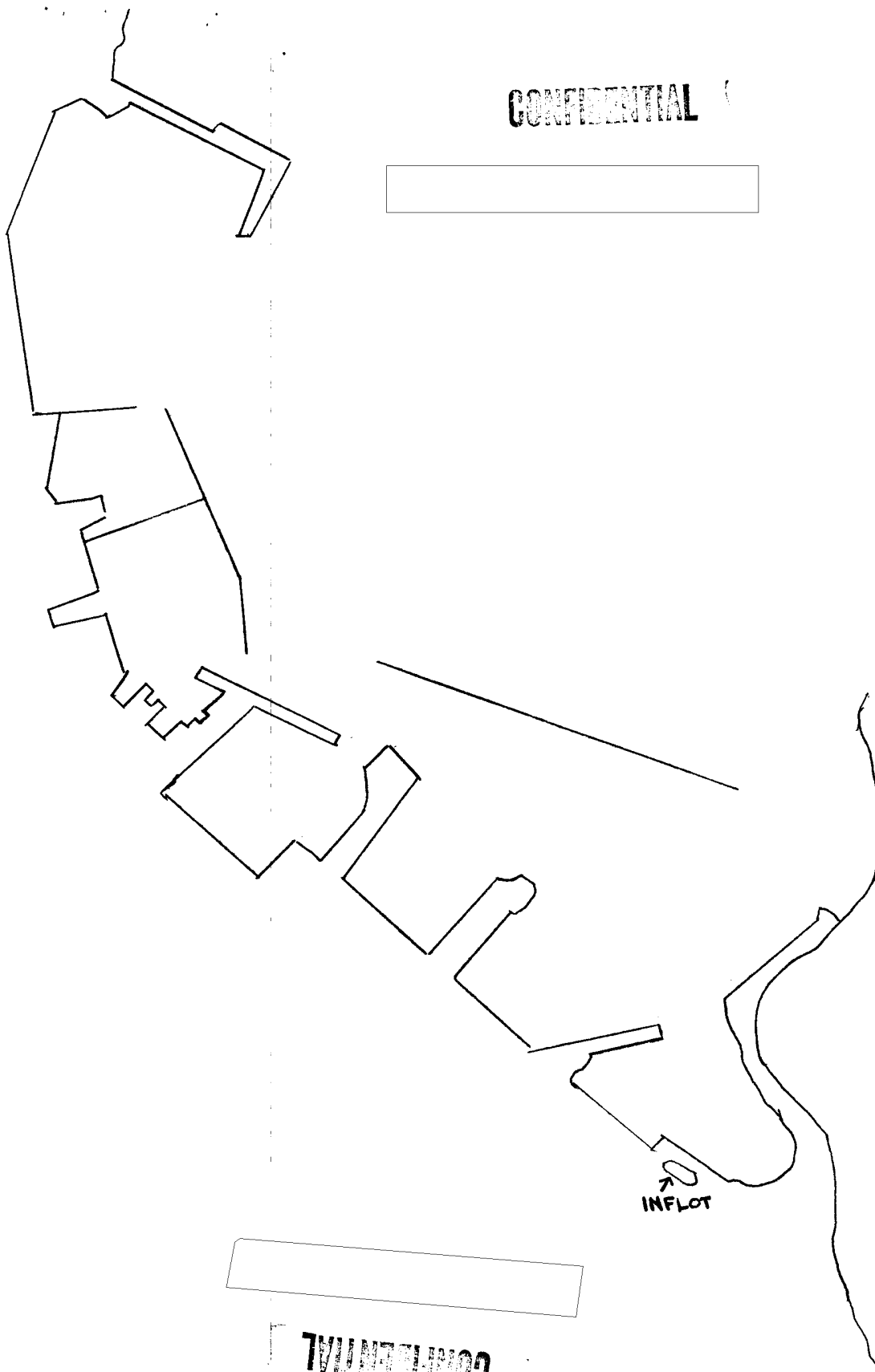


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Attachment C

16 OCT 1957

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SUBJECT: Port of TUAPSE. USSR
Information dated [redacted]

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GENERAL INFORMATION

I- ORGANIZATION (Reference to Sketch No 1)

1- The entrance to the port has been closed. [redacted]

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There was a railroad track underneath each series of cranes. There were 3 railroad tracks in all.

3- Pier where the ships load and unload petroleum.

4- Location where a pier is being built in parallel to the petroleum pier and of the same length.

5- Large refinery installations were observed at this point approximately, at the left bank of the river.

6- Shipyard location. 4-5 500-600 ton ships were observed under repair. Two shipwrecked ships were under repair. One ship was a 2000 tonner and the other 5000 tons.

Many technicians were observed in the shipyard area but [redacted]

[redacted] they do not render work. [redacted]

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[redacted] the shops are well

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equipped.

7- Two small floating cranes were at this location, within the MOLE. They were hoisting stones, blocks etc.

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8- Location where a Soviet, 15000 ton tanker has been under repair for a long time.

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The entrance of the port has at least a depth of 30 feet

There is a wireless at the port

the stations are not powerful.

II- NAVIGATION

9- Location where an ordinary drydock anchored

it came from ODESSA. The drydock was of iron and of approximately 15000 tons. It had no cranes on its sides. It arrived being tugged by four tugs and an empty oil tanker. The drydock was in very good condition.

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Attachment D

16 OCT 1957

SUBJECT: Port of ZHDANOV (MARIUPOL)
Information dated [redacted]

INFORMATION

a) There were 2 , 2500 ton [redacted] ships in port and 6,1000-2000 Soviet ships which were loading coal for the USSR. There was a Soviet 4000 ton ship which was loading coal [redacted]

b) No unloading was being performed.

c) There are 35 six-ton cranes in port which are hoisted for loading coal. [redacted]

d) There are two beacons at the entrance of the port and 2 additional ones exactly at the entrance. There ^{was} three torpedo boats patrolling the entrance to the (KERCH) NEOV. The boats were armed with a BOPOR and two VICKERS . There is a destroyer anchored permanently. Three torpedo boats were observed in the area between the Agiou Theodorou Lighthouse and KERCH.

e) [redacted] a Rumanian destroyer ^{B-2} was observed at Constanta returning from the port of MANGALIA (WAR PORT) with a propellor which needed repair . It entered the Constanta drydock. A dredger was observed at the entrance to MANGALIA ~~NEOV~~. The destroyer probably hit shallow water(s).

f) Surface , firing manoeuvres were taking place at Constanta [redacted] South of the canal of the Constanta minefield. [redacted]

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Attachment F

SUBJECT: Port of **ARKHANGEL**
Information dated [REDACTED]

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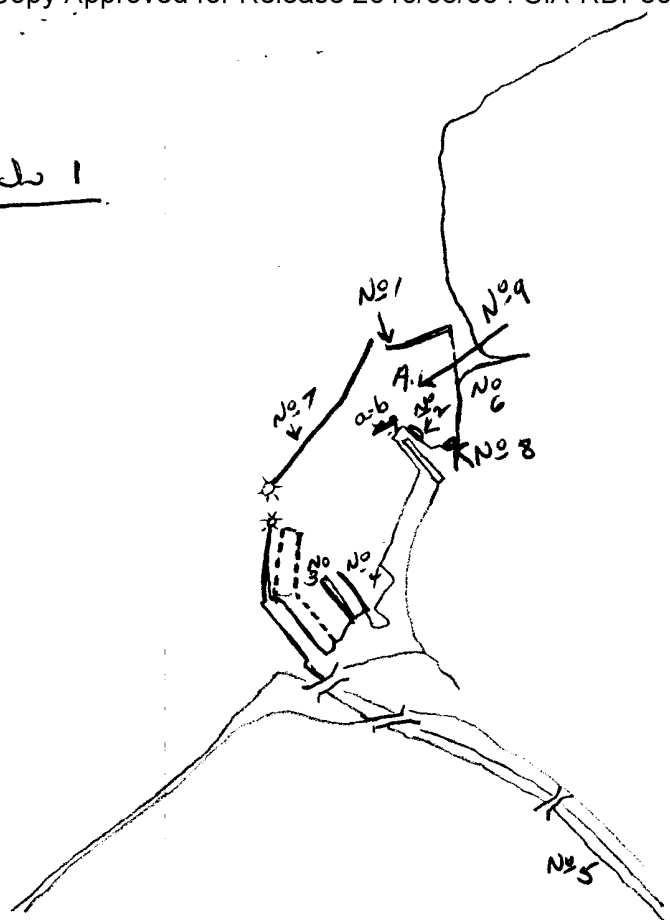
The port is situated at the mouth of the river which has many branches and islets.

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Sketch 1



[Redacted]

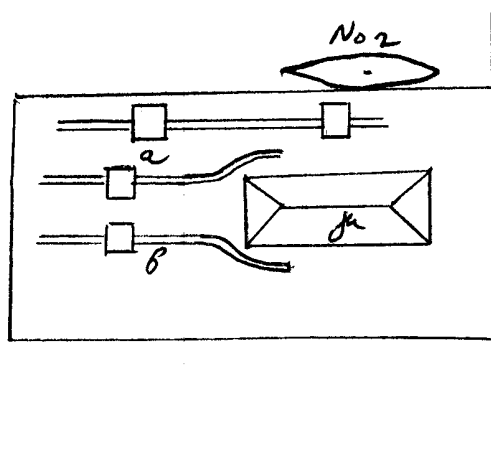
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Sketch 2



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B

16 OCT 1957

Arkhangelsk.

SUBJECT: Port of ~~Arkhangelsk~~
Information dated [redacted]

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A great many foreign freighters were observed loading lumber . There was no other type of activity of loading and unloading observed. A drydock was observed (5000 tons) by the port's repair factory. A Soviet ship was being repaired on it.

There 6-8 small patrol boats within and outside the port which were smaller than the diesel (probably) motor boats. No warships were observed.

A submarine and a destroyer type Soviet ships were on maneuver wide of the shores on the White Sea [redacted]

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There are many CLUBS where, only foreigners are invited and they are entertained without charge.

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the development and of the change

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in the conduct of the people who show their courtesy towards foreigners

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Upon hearing about war, they all showed their hate (for it) which,

means that no one wants war.

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The youth have no interest whatsoever in religion in contrast to these advanced in age who go to church frequently.

No propaganda speeches were made to foreigners except for the lavish amusement offered them. It did not appear that they were under surveillance and the Police does not pay attention to the foreigners' movements.

The usual workers' daily wage is 25-30 rubles which suffice to buy things for a living. (A kilo of fresh butter costs 25 rubles.) The foreigner though, can feel how expensive life is.

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